

SITUATION CHANGES IN SECOND YEAR OF EUROPEAN WAR

(Continued from First Page.)
The offensive was not made by the Franco-British, however, but by the Russians. On June 4 the troops of the Emperor Nicholas opened a tremendous assault on the Austro-German lines on a 300-mile front, extending from the Pripiet marshes to Roumania. The Teuton lines held firm in the north, but to the south General Brusiloff swept with irresistible force through the Austrian defenses, tearing a great gap about 100 miles in extent. Through this the Russians poured, capturing Czernowitz, the capital of Bukovina, and overrunning the crownland. The Austrian losses are declared to have been enormous, a month after the offensive began the Russians making an official announcement that over 300,000 prisoners had been taken and at least an equal number killed or wounded.

As the offensive developed the Russians won new successes further north, and at the close of the year were engaged in a mighty struggle for Lemberg, the capital of Galicia. The fighting has also extended to the extreme north, in the Riga-Dvinsk region, but here the Germans have held their own, and no decisive result has as yet been gained by either side.

GRAND DUKE NICHOLAS REMOVED AS COMMANDER

In another theater of the war the year was marked by other and important Russian successes. Following the disasters on the eastern front in the closing months of 1915, the Grand Duke Nicholas was removed as commander-in-chief of the Russian armies, and sent to take charge of the operations against the Turks in the Caucasus. After months of preparation he began a great drive across Armenia in January, 1916, which resulted in the capture of Erzerum and the port of Trebizond, and expelled the Turks from the greater part of Armenia. After a comparative lull of some months the Grand Duke resumed his advance simultaneously with a serious uprising against the Turks by the Arabs in Arabia. The Arabs took the sacred city of Mecca, Jeddah and Taif and besieged Medina, the city where Mohammed was buried, and one of the holiest spots of the Mohammedan world. In the meantime the Russians took Mamakhatun and Balibori, but these operations have not yet reached a definite conclusion.

In connection with the Turkish campaign the year saw a serious reverse for the Franco-British arms and a less important, but highly dramatic, disaster for the British. The disastrous attempt of the French and British to force the Dardanelles and seize Constantinople was definitely abandoned in November, 1915, and the allied troops withdrawn from the Gallipoli peninsula. About 150,000 troops had been used in this venture, supported by a mighty fleet. Six battleships, five British and one French, were sent to the bottom, as well as some minor craft, and the casualties were immediately reported to be almost equal to the original number of the expeditionary force.

This was the result of six months of some of the most sanguinary fighting of the war.
The second disaster of the British was the surrender of 10,000 troops under General Townshend to the Turks at Kut-el-Amara, on the Tigris. This expedition had made a sensational dash more than 300 miles up the river in an attempt to seize Baghdad. It was within ten miles of the city when it was decisively defeated by the Turks and forced to fall back 100 miles. Here it was surrounded and forced to surrender after a relief force had made several vain efforts at rescue.

Two new nations entered the ranks of the belligerents during the year. On October 13, 1915, Bulgaria threw in her lot with the central powers, and on March 9, 1916, Germany declared war on Portugal, after the republic had seized all German ships interned in her ports.

The entrance of Bulgaria into the arena was signaled by a combined assault on Serbia by Austria, Germany and Bulgaria, which resulted in the complete overwhelming of the hopelessly outnumbered Serbians and the subjugation of their country. The remnants of the Serbian army were driven across the frontier into the wilderness of Albania, whence they were rescued by the British, French and Italians. They were shipped to Corfu, where they were reorganized and re-equipped, and later, to the number of about 100,000, joined the Franco-British forces at Saloniki. The survivors of the Gallipoli campaign were also gathered at the Grecian seaport, as well as a large British army estimated at 60,000 men, and in preparation for a drive against the Bulgarians.

AUSTRIANS SWEEP BACK ITALIAN INVADERS

The principal success won by Austrian arms during the year was a great offensive undertaken against Italy in May. The Austrian forces swept the Italian invaders back over a wide stretch of country in the Southern Tyrol, reconquered about 270 square miles of Austrian territory and carried the battle into Italy. The Italians were also repulsed during the year. Since the outbreak of the war certain propagandists had been busy instigating strikes in munition factories which had contracts with the allies, and in endeavoring in other ways to interfere with this trade. For his activity in this respect the recall of Dr. Constantino Dumba, Austrian ambassador, was requested by President Wilson in September. The following December, for similar reasons, the President requested the recall of Captain Boy-Ed and Captain von Papen, naval and military attachés, respectively, to the German embassy. A number of convictions were obtained in the criminal courts in other cases, and the propaganda ceased.

Apart from events in the actual theaters the most striking event of the year in connection with the conflict was an uprising in Ireland in April. The outbreak was organized by a society known as the Sinn Fein, committed to the principle of an independent Ireland. Bloody fighting took place in Dublin, in which hundreds of lives were lost and the heart of the business section destroyed, at a cost of many millions of dollars. The fighting was sporadic elsewhere in the islands and of minor importance. The revolt

to make their way to English ports unmolested by German warships.
The German official account of the fight says that the British losses were 117,150 tons, as against 50,720 tons sunk by the British. The British Admiralty makes no attempt to estimate the losses in tonnage, but unofficial British estimates place the German loss at 109,220 tons against 112,350 for the British. Officially the Germans have limited the loss of only one capital ship, the Lutzow, 25,600 tons, a vessel surpassing in tonnage and armament many battleships. The British claim to have sunk in addition two broadmouths and probably a third. The principal losses admitted by them for their side are the three battle cruisers, the Invincible, the Indefatigable and the Queen Mary.

One other event on the sea aroused intense interest. On June 5, Field Marshal Earl Kitchener, Great Britain's famous Minister of War, was drowned with his staff when the cruiser Hampshire went down. It was at first thought the cruiser had been the victim of a submarine, but when it was learned that the ship had struck a mine and gone down in the midst of a terrific storm.

FINAL PASSING OF CRISIS WITH UNITED STATES

The second year of the war was a memorable one for the United States. It was concerned with the apparent final passing of the crisis between this country and Germany over the subject of the warships which invaded the White Star liner Arabic on August 4. A submarine without warning, made the situation acute. Germany at first refused to give adequate satisfaction and guarantees, and on April 15 President Wilson laid the situation before Congress. The previous day he had despatched a note to Germany which was virtually an ultimatum.

No more lives or property would be sunk without warning and without ample opportunity for the escape of crews and passengers. These promises were considered satisfactory by the President, and the war cloud lifted. Since that time a large number of ships have been sunk by German and Austrian submarines, but the rules of international law have been generally observed.

Another cause of friction between the United States and the central powers was also removed during the year. Since the outbreak of the war certain propagandists had been busy instigating strikes in munition factories which had contracts with the allies, and in endeavoring in other ways to interfere with this trade. For his activity in this respect the recall of Dr. Constantino Dumba, Austrian ambassador, was requested by President Wilson in September. The following December, for similar reasons, the President requested the recall of Captain Boy-Ed and Captain von Papen, naval and military attachés, respectively, to the German embassy. A number of convictions were obtained in the criminal courts in other cases, and the propaganda ceased.

was finally crushed and the ring-leaders executed. It led, however, to an agitation which resulted in the government preparing a temporary home rule bill, which it expects to pass through Parliament this fall.
The day after the outbreak of the rebellion Sir Roger Casement, formerly in the British consular service, was arrested on the west coast of Ireland, where he had attempted to land a cargo of arms sent from Germany. He was tried later for high treason and sentenced to death.

NO DEFINITE FIGURES AS TO COST IN BLOOD AND GOLD

No definite figures can be given of the cost of the great war in blood and gold, but the most reliable estimates present figures so vast that they become practically meaningless. In March, 1916, the United States government staff estimated that the total losses in men to all the belligerents since the war began were 13,933,000. Of this number, France was debited with 3,000,000 dead, Germany 5,500,000 dead, Russia 1,000,000 dead. On June 20, a British government estimate of German casualties, stated to have been compiled from official German casualty lists, gave the total of 3,012,337. As all the belligerents have ceased issuing casualty lists for public consumption, the exact figures for any country are unavailable.

As to the money question figures are more reliable, but still vague. They present sums which are so beyond anything previously known to international finance, so impossible of any human comparison, that they become little more than a jumble of figures. In March, Dr. Karl Helfferich, secretary of the imperial treasury of Germany, estimated that the war was costing all the combatants \$27,500,000 a week, or \$11,500,000,000 a year. William Michaelis, another German financial expert, put the yearly cost at the vast sum of \$15,000,000,000, and other financial authorities gave even higher figures.

On July 17, Reginald McKenna, British Chancellor of the Exchequer, stated in the House of Commons that the expenditures for Great Britain alone were \$30,000,000 daily. He did not say, however, how much of this incredible sum represented war expense.

Within the last few months there has been some talk of peace in Germany and considerable peace activity by unofficial bodies in various countries, but there has been little indication that the chancelleries of Europe are at present seriously considering a close of hostilities.

CHANDLER SIX PRICE IS SAME AS MONTHS AGO

Popular Car Still Leads in Economy of Operations, Says Blenner, in Reporting Sales.

"The Chandler Six still leads in service, style and price," said B. A. Blenner yesterday in discussing the car for which he is distributor. "At a time when so many cars are being 'marked up' \$100 or so, the Chandler leads with the same low price established eighteen months ago," he continued.
"The Chandler has a beautiful body design, and it leads in economy of operation among the six-cylinder cars. The Chandler motor has always been

powerful enough to do with ease anything you could ask any automobile to do. The Chandler Six has not only seats for seven passengers, but it has generous room for seven.
"Recent purchasers of Chandler Sixes were: J. W. Brinker, A. M. Segal, George D. Morgan, H. T. Moore, Edwin G. Winn, E. J. Sampson, H. L. Strang, J. W. Carter, C. E. Jashbrook, Lee Ferguson, Thomas H. McAdams, W. R. Pizzini, C. H. Archer, Moses Thalheimer, Joseph H. Crenshaw, R. E. Perkinson, J. E. Edwards, McGuire, W. Frank Powers, Richmond Moore, William A. Sands, R. M. Partin, W. A. Broadbent, W. R. Northern and M. H. Thigman.

Names Local Distributors.

The Motor Cooling Systems Company, of Baltimore, has appointed E. L. Taylor & Co., 1415 East Main Street, this city, exclusive distributors in Virginia, North Carolina and South Carolina for the "Perfection Circulator," a water-circulating and controlling device which replaces either pump or thermomorphism systems. The device has been designed to hold the Ford motor at a temperature of 195 degrees, which is the most efficient temperature at which it can be operated. The device can be installed by any one with a few minutes' work, and it does not alter the design of the motor in any way. The "Perfection Circulator" can be visibly demonstrated.

Neglected Items of Road Expenses.

The cost of building roads includes other expenses than the payments made to contractors, although few highway commissions include these overhead charges in their reports of costs. The California Highway Commission does so, however; hence its reports have a high reputation among business men who have examined them. The commission buys directly all the materials used in the roads, which amounted a year ago to nearly 200 cars per working day. A purchasing department for handling business of this amount is an unusual expense for a public commission, for the work is usually done by contractors. If it is included with the expenses of the auditing, disbursing, legal, secretarial, engineering and clerical departments, the overhead expense on the California State highways to date amounts to 4.41 per cent of the total. This is the estimate prepared on the usual theoretical basis. But the actual facts are very different. A recent estimate showed the total expenditure from the highway fund had been \$13,746,356, of which \$11,591,188 was for contracts and materials, and \$2,155,168 for the overhead items just mentioned. These two classes of expenditures amounted to 88.72 per cent of the total, leaving 11.27 per cent of overhead expenses unprovided for. Part of it represents money invested in equipment and unused stores, part represents the engineering work on roads not yet placed under contract, and the remainder comprises expenditures made in connection with securing road data on routes not adopted or in assistance in designing and inspecting bridges built for State highways by the counties. Such contingent expenses, not strictly overhead charges, must be provided for in public road work, and it is a serious error to overlook them in preparing estimates.

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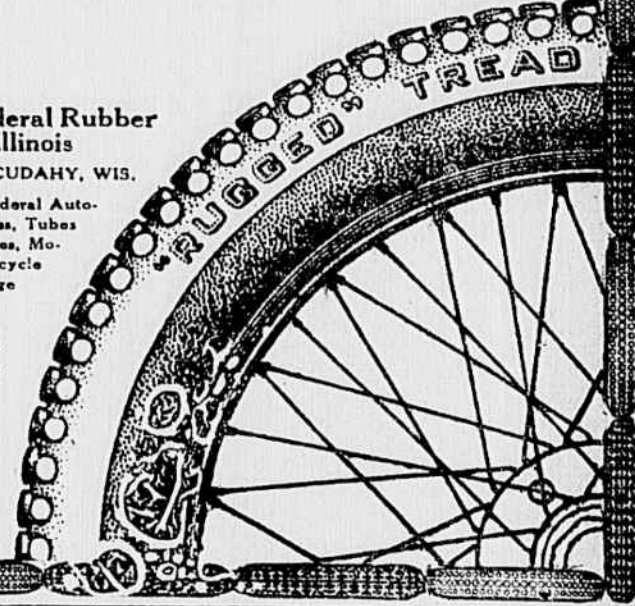
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SAXON "SIXES" in Record Breaking Run From New York to 'Frisco

6 Days

18 Hours

10 Minutes

Precisely at 10:30 Saturday morning, July 15, a Saxon "Six" swung through the doors of the New York Saxon salesroom, sped swiftly through the crowded traffic, crossed the ferry, and with its radiator turned to the west, struck into a terrific speed.

The tense-eyed driver, with his hands glued to the wheel, bore a message from Mayor Mitchel, of New York, to Mayor Rolf, of San Francisco.

One hundred miles further on another Saxon "Six" driver took up the message and the race against time.

So on and so on until the 43d Saxon "Six" in the Atlantic-Pacific relay race drew up at Mayor Rolf's office in 'Frisco at 4:40 Saturday morning, July 22.

And the time was 6 days, 18 hours and 10 minutes—the fastest time ever made by automobile between New York and San Francisco.

A wonderful achievement, you say? Yes. But wait. If you would know just how remarkable this time really is

—consider that all 43 of the cars participating were literally stock model Saxon "Sixes," with regular equipment. Not "tuned" or "doped" for racing purposes.

—consider that 42 stops were made and precious time necessarily lost at each stop.

—consider that the pilots were not professional racing drivers, but Saxon "Six" dealers.

—consider that the schedule was carried through in

less time than had been estimated would be necessary by the Saxon Motor Car Corporation.

—consider that the terrific rate of speed at which it was necessary for each Saxon "Six" to be driven made the wear and tear on each car equal to that of hundreds and hundreds of miles of ordinary motoring.

—consider that not a single mechanical fault developed to delay the progress of this thrilling trans-continental trip.

—consider that these Saxon "Sixes" met and surmounted every possible obstacle of road and weather. Through deep and heavy sand, over new-made country roads, across streams and up rock-strewn mountain roads, across vast, sun-baked stretches, these Saxon "Sixes" proved to the world their wonderful strength and stability.

—And now—with these things in mind, knowing the difficulties these Saxon "Sixes" had to overcome—you will know more clearly how remarkable is the time of 6 days, 18 hours and 10 minutes for this ocean-to-ocean dash, and you will realize more vividly than from any words what a truly wonderful motor car Saxon "Six" really is.

Yet, after all, the real lesson to be drawn from this does not concern itself with the time nor with the speed nor with the duration trip, but from the fact that these Saxon "Sixes" did no more than your Saxon "Six" can do.

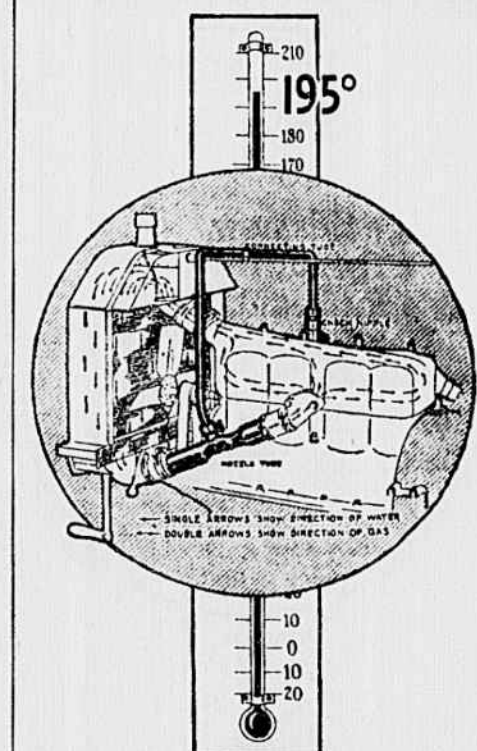
On the floors of over 2,000 Saxon dealers throughout the country you will find Saxon "Sixes" identical in every detail with these 43 cars in the great trans-continental race. We urge you to see them at once.

Saxon "Six"---\$815 f. o. b.

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2. Saves 20% fuel and oil expense.
3. Eliminates formation of carbon.
4. Needs no power, no adjusting and can't wear out.
5. Installation does not entail alteration of car.
6. Guaranteed unconditionally for a lifetime.
7. It is the ONLY accessory which can be visibly demonstrated.
8. It calls for no after service.

A study of the accompanying cut will explain the operation and simplicity of PERFECTION CIRCULATOR.

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